

TRAFFIC SAFETY COMMISSION MINUTES
Monday, July 9, 2012, 7:00 PM
Public Safety Building, 401 E. Third Street, Newberg, OR

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:00 PM.

II. ROLL CALL

Members

Present:	Neal Klein, Chair	Karl Birky	Doris Brandt	Dianna Cotter
	Ron Johns	Kari Lawson	Lesley Woodruff	Shannon Eoff (arrived at 7:03 PM)
	Hannah Kinney, Student Commissioner	Mayor Bob Andrews, Ex-Officio		

Members

Absent: James Oravetz (excused)

Staff

Present:	Brian Casey, Police Chief	Mary Newell, Support Services Manager
	Paul Chiu, Senior Engineer	Jennifer Nelson, Deputy City Recorder

Others

Present: Mike Gougler

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

None.

V. CONSENT CALENDAR

1. Review and approve meeting minutes of June 11, 2012

MOTION #1: Woodruff/Lawson to approve the Consent Calendar including the Traffic Safety Commission minutes for June 11, 2012, as presented. Motion carried (7 Yes/0 No/2 Absent [Eoff, Oravetz]).
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VI. OLD BUSINESS

None.

VII. NEW BUSINESS

1. TSC-12-016: Speed bump Little Oak Street TIME – 7:02 PM

Mr. Paul Chiu, Senior Engineer, presented the staff report regarding installation of a speed hump rather than a speed bump as requested (see official meeting packet for full report).

Ms. Jessica Nunley, Assistant Planner, presented the staff report and background on the Planning Commission decision accompanied by a PowerPoint slideshow (see official meeting packet for full report).

Commissioner Karl Birky excused himself from the discussion because he was commissioned on part of this project and received payment for his services.

Commissioner Dianna Cotter noted she lives on Burl Street, which is just south of the area in question, but the decision has no direct impact on her. She said she was relieved to see the item come up and based on her own observations the neighborhood has a legitimate concern. She agreed the new apartment complex will bring an increase in traffic and there are a lot of kids in the area. She also suggested placing the speed bump at Oak Grove Street just north of the intersection with Hayes Street as a better location than at Little Oak Street and Oak Hollow Drive.

Mayor Andrews asked about pedestrian access to Fred Meyer. Ms. Nunley replied there is pedestrian access to Fred Meyer through the park currently. Mr. Mike Gougler, Builder/Developer of apartment complex, pointed out handicap access on the site plan and the anticipation to have pedestrian access from both directions. He has a request in to Fred Meyer for a portion of the property easement to build stairs leading to the entrance near the southwest corner of Fred Meyer; they are still working on issues of liability and foot candles of illumination for lighting there.

Mayor Andrews asked about Exhibit B and the condition requiring the builder to provide plans for a speed bump at the driveway entrance, asking if a speed bump or hump was adopted and if the developer is putting this in or the City. Ms. Nunley explained it is a condition of the development, so the developer would need to fulfill the obligation.

Mayor Andrews mentioned he has heard speed bumps should be installed in pairs to meet safety requirements. He also asked for comparisons to raised crosswalks and the issue of humps tapering off with gutters because he has observed traffic veering into the gutter portion to avoid the actual bump. He asked if they are trying to mitigate speed, then has any thought been given to undulations. Mr. Chiu stated the proposed speed hump is just a single one from curb to curb; if this were being installed for speed mitigation it is better to install a series of humps, not just a single one; however, there is an issue of driveways in this development not being conducive to that kind of situation.

Commissioner Lesley Woodruff asked staff if they have considered closing the driveway to Fred Meyer. Mayor Andrews also asked if that area connecting is publicly or privately owned. Ms. Nunley replied it still shows as being owned by the Werth family, but Mr. Gougler informed her it was dedicated to the public right-of-way. Ms. Nunley said she was unsure what would have to be done to close the driveway as it is a public entrance to a private property.

Mr. Gougler offered some more information regarding the project details and how some of the issues came up through the Planning Commission. He said there were several letters received, but only two people addressed speed bumps out of the 82 townhomes present. He said he agreed to spend money on something to make people happy in regards to the amount of traffic, not to slow it down, because speed is not the issue. He would

like to put in a hard bump with a separation for bikes that could possibly be removed because he felt more people would complain about the speed bump being there than those requesting one. He agreed it may be nice to have bumps at both ends but he did not want to spend the money on something that is not really designed for what people are asking to be done, which is discourage through traffic rather than slow traffic down.

Commissioner Shannon Eoff asked why the entrance on the side heading towards Oak Grove was needed. Mr. Gougler replied it is a code requirement based on the ratios between the number of cars and people. He spoke of the types of apartments going in here being on the higher end with air conditioning and \$1,000.00 monthly rent with storage onsite. He said the demographics of the tenants are more than likely to be retired and they are trying to encourage more walking to Fred Meyer than driving.

Commissioner Ron Johns wondered about the negative impact to the livability for the people already in the area and asked how the speed bump or hump would affect parking. Mr. Gougler replied it will take spaces away from both sides unless it is installed at the proposed approach. He said there have only been a couple of people vocal about the speed bump and he felt there would be more complaints for a bump verses a hump.

Commissioner Cotter wondered if a speed hump/bump in the center of the townhome area might work better as it would give residents an option to go into the development from another area to avoid it. Ms. Nunley replied they did not consider a hump in the development process; it just came out during the hearing discussion. Mr. Gougler added a speed hump is more expensive to build properly than a speed bump and there would also be additional costs for signage.

Mr. Chiu said this was discussed a few years ago with folks driving through, some actually live on the south side of Hayes Street and use this area to go around to get to Burl Street. There have been quite a number of people choosing the shortest route even if it is the slowest for whatever reason. Placing something in the area is self-defeating because the driveways are very close but while considering installing a speed bump, the removal of such devices should also be addressed. Guidelines and applications of speed humps should be considered in case it operates poorly or interferes with emergency vehicles after installation. He suggested considering a temporary traffic calming device, possibly made from a rubberized material, which can be removed if it is not effective. The "Local Traffic Only" signs were installed after this was discussed three years ago, but they have not been effective. There was also discussion of modifying the curb to make this area essentially a one way street out to Brutscher Street. Either way, a lot of education needs to occur in this area.

Commissioner Eoff asked if there was a time limit for the requirement to install the speed bump as a condition. Ms. Nunley explained as a condition of approval it would have to be installed prior to occupancy.

Commissioner Eoff said she would be in favor of placing either both speed humps or none at all.

Commissioner Johns said the memorandum received stated this would only be a condition if the police and fire departments did not object. Mr. Gougler added if the TSC did not agree with the installation then he would have met the condition of approval and could proceed with the development. Ms. Nunley added the fire marshal said he did not care either way.

Mr. Brian Casey, Police Chief, said it does not matter to him, however, it was stated to be a deterrent to traffic and he would hate to require the developer to pay to have the device installed when we do not even know if it will be effective for resolving the issue. Speed bumps are to deter speeding, but cars are not speeding here in the first place. It needs to work as a barricade to keep people out; otherwise he is not convinced it will solve the issue.

Mr. Chiu added studies have shown installing this device will slow traffic from excessive speed and if there are enough devices in a given area, then drivers will try to find another route. He also had concerns a speed bump

may block drivers view from seeing little kids and he is not professionally convinced it will provide a worthwhile answer to the problem. He also explained the difference between speed humps and raised crosswalks in terms of purpose and function.

Mayor Andrews wondered if the City had anything in their inventory which could serve as a temporary speed bump for a trial basis rather than having a permanent solution.

Chair Klein was appreciative of the cooperative efforts being made between the TSC and the Planning Commission, which could help the City paying for problems that could have been alleviated from the start. He spoke of goals for complete streets in Newberg and being more pedestrian conscious. He suggested a raised crosswalk for the proposal to install a second device on the Hayes Street side and another raised crosswalk at the north end to enhance pedestrian traffic, but he would not be a proponent of speed bumps because they are costly and retard emergency services. Speed bumps also cost the City more in maintenance of their apparatus and he does not wish to set this as a precedent for solutions elsewhere in the City.

Commissioner Woodruff said these kinds of devices are all addressing speed not volume. The education approach with signs and yellow curb painting has been ineffective and enforcement is difficult as well. She would like to help the neighborhood, but does not believe any kind of hump is the answer. Mr. Chiu replied that a speed hump will provide some control over traffic volume only because any traffic slowing device will encourage drivers to select another route.

Chair Klein recessed at 8:27 PM and reconvened at 8:39 PM.

Ms. Nunley said the condition of development is only for the one proposed by the driveway at Fred Meyer, so the southern one is not under the purview of that condition.

Chair Klein explained there are two decisions to be made, if a speed bump or speed hump is to be installed at the entrance to Fred Meyer as a condition required by the Planning Commission and if a second one should be installed at the Hayes Street area.

MOTION #2: Eoff/Lawson to approve TSC-12-016 to install a speed hump on Little Oak Street running east to west just south of the entrance to the Fred Meyer parking lot. Motion carried (6 Yes/1 No[Johns]/1 Absent [Oravetz]/1 Abstain [Birky]).

MOTION #3: Eoff/Brandt to have an official recommendation made to the developer for a speed hump on Oak Grove Street running north to south just northwest of the proposed entrance to the new apartment complex. Motion carried (6 Yes/1 No[Johns]/1 Absent [Oravetz]/1 Abstain [Birky]).

Chair Klein asked staff about noticing. Ms. Mary Newell, Support Services Manager, replied the first motion goes along with the Planning Commission decision as a condition of development, which has already completed the necessary noticing and has been approved by the fire and police departments; they were just looking for the TSC's agreement. The second is a limited decision so there would be notice requirements there.

Mr. Chiu asked about financing for the second proposed speed hump. Chair Klein replied the commission does not have the authority to speak to who pays for it; they are only starting the discussion. Mr. Gougler added he did agree to consider paying in full for a second traffic calming device to discourage traffic, but no one complained about speeding or pedestrian safety. He respects their decision but had hoped there would have been an objective discussion with professional input for the advocacy of alternative devices to resolve the issue and accomplish the goal of discouraging traffic volume. It will cost \$6,000.00 for a speed hump and \$20,000.00 to remove it if it is ineffective.

Chair Klein said he believed they left latitude on this by making a motion for a recommendation to be made. He said the Planning Commission's condition can be fulfilled and further discussions can occur on the southern end.

VIII. STAFF REPORTS - GENERAL INFORMATION

2. Engineering Update

Mr. Chiu gave updates on sidewalk and pedestrian improvements on College Street at the rail road crossing.

1. Police Update

Chief Casey spoke of upcoming events like the Special Olympics, the half-marathon in Dundee, and the Old Fashioned Festival keeping the department busy. He also briefly spoke about the shooting incident in Dundee and the effects it has had on anyone involved from the department; it has been emotionally draining for many to have to deal with an incident of this nature.

Ms. Newell mentioned the Traffic Safety Connection is looking for nominations for interested parties to serve on the Board of Directors. The Mayor has offered to write a letter of recommendation for anyone interested in serving.

3. Items from Commissioners

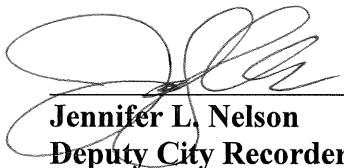
Mayor Andrews showed a brief video and passed out brochures for the opening ceremonies of the Special Olympics. He also gave updates on recent Council activities regarding the Newberg-Dundee Bypass.

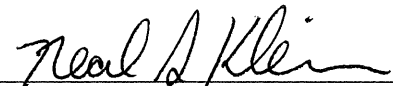
Commissioner Woodruff asked about the "No Skateboard, Bikes, Roller-skating" signs painted on the sidewalk downtown. Chief Casey said that was their solution to some of the issues they are having downtown.

IX. ADJOURN TO NEXT MEETING

The meeting adjourned at 9:07 PM until August 13, 2012.

Approved by the Newberg Traffic Safety Commission this 13th day of July, 2012.


Jennifer L. Nelson
Deputy City Recorder


Neal S. Klein
Traffic Safety Commission Chair